



WORKING PAPER

SPECIAL AFRICA-INDIAN OCEAN (AFI) REGIONAL AIR NAVIGATION (RAN) MEETING

Durban, South Africa, 24 to 29 November 2008

**Agenda Item 5: Development of a set of comprehensive work programmes in the safety field
(Safety Committee)**

PROCESSING OF AIR NAVIGATION OCCURRENCES IN THE ASECNA REGION

(Presented by ASECNA¹)

SUMMARY

This paper presents the air navigation occurrence investigation practices employed in the Member States of the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA). It proposes safety improvement actions, particularly, the formal establishment of a legal and regulatory framework protecting operations in voluntary event reporting, which will also serve to strengthen and anchor a “just culture” in the execution of these practices.

Action by the meeting is in paragraph 2.

1. INTRODUCTION

1.1 Among its prerogatives, ASECNA has the responsibility of carrying out the necessary investigations in the event of such air navigation-related matters as, for example, claims, infractions, bird strike hazards, suspected AIRPROX, and accidents (preliminary investigations).

1.2 A report is prepared following such occurrences and this report comprises, with other relevant documents, a file which will be made available to the appropriate authorities for the purposes of improving safety.

1.3 These investigations, which are performed by experts designated in accordance with the magnitude of the occurrence, are carried out in compliance with a process established and formalized in the operations manuals.

1.4 The aforementioned process stipulates that an investigation commission deal with the matter on two levels:

- a) on the local level (ASECNA Representation in the State concerned); and

¹ Presented by Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Côte d'Ivoire, Equatorial Guinea, France, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Republic of the Congo, Senegal, Togo, ASECNA Member States.

b) on the level of the Directorate General of ASECNA.

1.5 The Agency notifies the State of the preliminary findings. The State then opens an investigation by establishing a national investigation commission in compliance with the provisions of Annex 13 — *Aircraft Accident and Incident Investigation*.

1.6 The Agency annually publishes a compendium of all known air navigation occurrences which have taken place in the airspace and over the territories for which it is responsible. The publication of this compendium is followed by a meeting which studies the aforementioned occurrences for the benefit of the Agency's ATS centres; the meeting focuses on information-sharing and feedback and aims to foment the notion of a "just culture" among the industry's professionals.

1.7 The effectiveness of the actions related to these investigations depends on the availability of multiple resources (human, financial and material) and the diligence required. The meetings have produced the following clear observations:

- a) investigators' expertise must be continuously strengthened; and
- b) the provision of adequate financial resources, the establishment of standardized investigation packages, the installation of distress beacon receivers and crash phones (automation of distress information), and the installation of communication recording systems with automatic transcription at ATS centres all contribute to autonomy and reduced delay times.

1.8 These measures constitute indisputable improvement solutions.

1.9 The pursuit of a "just culture" through the implementation of Resolution A36-9 (*Protecting information from safety data collection and processing systems in order to improve aviation safety*) is a concern. The protection of safety records from inappropriate use is necessary in order to eliminate the fear of sanctions which is an obstacle to voluntary reporting and the transparent exchange of information important to safety.

1.10 With a view to cultivating the trust which favours an effective "just culture", ASECNA is committed to the adoption of a non-punitive attitude toward the persons involved in air navigation occurrences by virtue of the exercise of their respective professions.

1.11 A legal framework must be established in order for a "just culture" to be strengthened and anchored. This framework is necessary to the promotion of a "just culture" and should be incorporated into national legislation. It should be developed with the cooperation of the legal authorities, who are also responsible for ensuring that such a framework is duly applied.

2. ACTION BY THE MEETING

2.1 The meeting is invited to note the above information and to decide on these measures for the improvement of investigations as well as on the promotion of a "just culture".

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